

APPALLING DISASTER AT SEA.

Destruction by Fire of the California Steamship Golden Gate.

One Hundred and Eighty Passengers Lost.

Over a Million and a Quarter in Treasure Sunk.

THE EXCITEMENT IN THE CITY.

REPORT OF A SURVIVOR.

THE VESSEL BEACHED.

DESCRIPTION OF THE GOLDEN GATE.

NO INSURANCE ON THE SHIP.

EFFECT OF THE DISASTER ON STOCKS.

A most intense and painful excitement was created in the city yesterday morning, on the publication, through the columns of the Herald, of a brief dispatch from San Francisco announcing the loss by fire of the steamer Golden Gate, on her passage from that city to Panama. What adds to the general sorrow consequent on the reported loss of so many lives, is the heart-rending suspense into which the friends of the passengers are plunged by the meagre accounts yet received, an interruption in the telegraph line east of Salt Lake preventing the transmission of the particulars attending the burning of the vessel. Though we could not hope to receive by the telegraph at once a list of those who were saved and of those who perished, yet it may be very reasonably hoped that with fuller details the catastrophe, as at present reported, may be divested of much of its seeming horrors, and that the actual loss of life will not be near so lamentably great as present accounts would imply. That the relatives and friends of the passengers may hope for more cheering accounts is evident from the statement, in a dispatch received by Messrs. Donohoe, Baleston & Co., of this city, to the effect that the ship was beached. The fact, then, that the ship was run ashore, and not turned to the water's edge in deep water, must be a source of hope to many a sorrowing heart. Throughout the day the loss of this noble vessel, with the terrible sacrifice of life involved, was the prominent though gloomy topic of conversation among all classes. Everywhere that a bulletin announced it, at the news-papers, offices, merchants' offices, agents' offices, and at hotels, anxious crowds gathered round to read, and turned in quick succession from the perusal with saddened looks and sympathizing remarks. From many lips was heard the hopeful assurance that the calamity would not prove near so deplorable as first accounts would indicate, and none were so unsympathizing as to grieve a conclusion so humane and natural.

ADDITIONAL INTELLIGENCE.

continued to be anxiously inquired for throughout the evening, and though we hoped to be able to supply much of the sorrow which pervades the community by publishing briefs diminishing very considerably the extent of the disaster, accounts of which, coming to us on the first moments of enlightenment, must be greatly exaggerated, we are unable to do so this morning, the telegraph still failing us.

We subjoin, however, all the particulars that have reached us up to the last moment.

The telegraphic dispatches announcing the disaster ran as follows:

The steamer Golden Gate, which left San Francisco July 23, for Panama, with two hundred and thirty passengers, \$1,114,000 in treasure for New York, and \$270,000 for England, was burned at sea, July 27, and captured and destroyed by fire.

San Francisco, August 7, 1862.

ALLAN McLANE, President of the Golden Gate, burned at sea near Manzanilla. Two hundred passengers and crew perished. Ship total loss. Particulars as soon as possible.

FORBES & RANDOLPH.

The above dispatch was received by the Pacific Mail Steamship Company, through their President, Mr. McLANE, from the agents of the company at San Francisco.

The above brief particulars comprise all the intelligence that has as yet directly reached the company of the loss of the ill-fated Golden Gate.

The following dispatch was received from Mr. Benjamin Holladay, of this city, a passenger on board the vessel at the time of the disaster. He was visiting California on business matters, and was returning in company with his business partner, Mr. Flint, referred to in his telegram. Mr. Holladay, who is a resident of this city, doing business at No. 88 Wall street, is the owner of a line of vessels which trade between San Francisco and British Columbia. He has resumed his homeward route overland.

San Francisco, August 6, 1862.

Received August 6, 1862, 11:45 A. M.

W. L. HALL, care of Geo. H. Otis, 88 Wall street.

I was saved from the burning ship by burning myself in the foremast, and then jumping overboard, causing the port wheel while the vessel was still under way.

Fortunately I sustained no serious injury, and was picked up by the ship's boat.

We were in the ship's boat twenty hours before reaching Manzanilla. Poor Flint was lost.

Mr. Flint leaves a wife in this city to bereave his loss. He was a man of middle age, and had lived in San Francisco since February, 1861. He was formerly an agent for the Pacific Mail Steamship Company. In furnishing this dispatch to the press, Mr. McLANE, President of the Steamship Company, writes:

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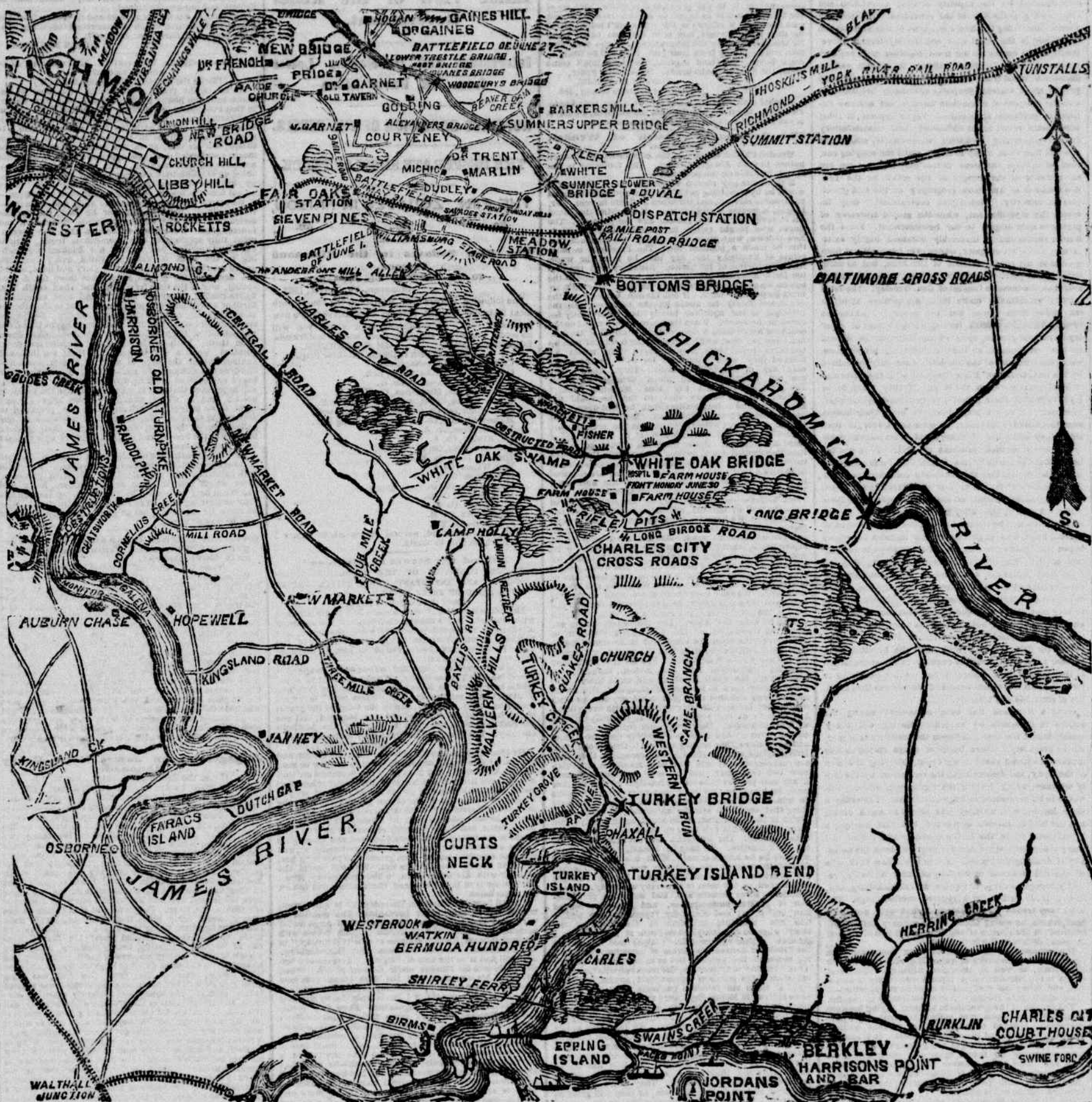
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M'CLELLAN'S RECENT OPERATIONS.

The Successful Reconnoissance Towards Richmond on Tuesday, August 5, 1862.



DESCRIPTION OF THE GOLDEN GATE.

The Pacific Mail Steamship Company's steamer Golden Gate was a splendid side-wheel steamer, 2,067 tons, and was built at this port by Wm. E. Webb, in 1859. Her dimensions are as follows:—Length, 265 feet, breadth 40 feet, depth of hold 30 feet. Her draft of water was about 18 feet.

She was one of the finest boats on the route between Panama and San Francisco, and was a favorite with the travelling public. She was launched January 31, 1859, and was built for Howland & Aspinwall. Her engines were constructed at the Novelty Works.

This ship was noted for her police regulations, and the rules in relation to fire were well defined, and made plain to all her crew and passengers. It was customary on this route to exercise the passengers and crew in fire duty, and from the meagre information we have in relation to the causes of the fire, it must have, in its earliest stages, defied the efforts of the unfortunate passengers and crew, which, on ordinary occasions, would have controlled the fatal element.

The Golden Gate was a fast vessel, and could accommodate about one hundred passengers, besides a large quantity of freight. She was rated at the Underwriters' A2, and her securities against fire were recorded "good." She had two independent fire pumps, and sufficient hose, buckets, axes, &c. She had coaling engines and two cylinders of eighty-five inches each, with a new-fangled stroke pump. She carried from eight to twelve boats, sufficient to carry several hundred persons.

The Golden Gate was repaired in 1860, 1861, 1862, and latterly she has been put in excellent order. She was built for service on the Pacific coast, and was sent out there after she was completed.

Manzanilla, of which it appears the steamer was when the fire broke out, is in the bay of Linn, Lithuan of Panama. The steamers from San Francisco call there to ship treasure brought from the mines of Colombia, in Mexico. It is about three hundred miles south of Acapulco and about fifteen hundred south of San Francisco.

CAUSE OF THE DISASTER UNKNOWN.

The cause of the fire must remain a mystery till further accounts reach us. That the fire burst out suddenly and spread with destructive rapidity must be painfully apparent if the loss of life is near so great as reported. It may naturally be surmised that the light upon works of a vessel long trading in a tropical climate would quickly be consumed, thus rendering all efforts to save the boat slow and dangerous, if not a hopeless task. Under such circumstances the destruction of this ship by fire must have presented a scene seldom equalled in horror upon the ocean. But yet we have the gratifying fact in Mr. Holladay's dispatch that at least one boat was lowered, and made instrumental in saving lives; for he says he himself was picked up by the ship's boat while the vessel was under way. It is to be hoped that this was not the only boat left to the despairing passengers in their hour of deadly peril, but that many were thus saved.

The Golden Gate had never run on this side of the isthmus of Panama. Her burning is the first accident, causing loss of life, that has happened to any of the vessels of the company owning her since her organization.

OTHER VESSELS ON THE LINE.

The other vessels of the line are the Golden Age, the Constitution, just sent out, the charter with the government having expired; the Orizaba, Sonora, California, Herman, John L. Stevens, Oregon, Panama and Washington.

The steamer which left San Francisco on the 1st inst. will bring duplicates of the papers of the Golden Gate. This vessel will be due on the 21st; but long before then the telegraph will convey us full particulars.

THE INSURANCE ON THE GOLDEN GATE.

It appears that there was no insurance on the Golden Gate; but it is thought that the specie on board was fully insured, more than one-half being insured in England.

In the management of the business of the company the rule is, for the regular shippers of specie to have open policies; and hence the consignees here have no means of knowing the amount of insurance until the arrival of the mail. The vessel was worth from \$80,000 to \$90,000.

AMOUNT OF SPECIE ON BOARD.

The amount of specie on board was—for New York, \$1,114,000, and for England, \$270,000—making, in both sums, \$1,384,000. The premium of fourteen per cent, at which the Pacific Mail Steamship Company's stock rates, added to these figures, will give the aggregate amount of \$1,571,760.

EFFECT OF THE DISASTER ON THE PACIFIC MAIL STOCK.

The stock of the Pacific Mail Steamship Company was adversely affected by the intelligence of the loss of their splendid steamer. In consequence thereof stock fell to 105½ on the receipt of the first report of the disaster; but from this it subsequently rallied, reaching to 110, and ultimately closing at that figure, showing a decline of about 2½ per cent from yesterday's prices. The loss to the company will amount to less than five per cent on the capital stock, but which, it is said, will not interfere with the regular quarterly dividends. The effect on the Pacific stock influenced to a slight extent the whole market at the first board, and in some few stocks the extreme price paid before the morning session were not maintained.

FAITH OF THE PASSENGERS.

There is no reason to doubt the correctness of the number of passengers reported to have been on board of the Golden Gate, leaving San Francisco. The number given is 230, and of these 180 are reported as lost, which leaves the amount saved but fifty. First accounts of disaster, where loss of human life is involved, are at all times more or less exaggerated; and it is to be hoped that this case will prove no exception to the rule. We have referred to the two important facts which show that the efforts of the crew and passengers to save life were not entirely unavailing; and as yet not these efforts have been more successful, under Providence, than we are yet aware of. When Mr. Holladay was overboard he was picked up by the ship's boat, the ship's boat, self under way, making for the friendly port of Manzanilla, or the nearer shore, upon which she was beached. From the fact, then, that at least one boat was launched, and passengers saved thereby, and that the vessel was so near the shore as to be run upon the beach, it may be reasonably calculated—as it is to be hoped—that the number of lives saved will overbalance those lost.

The only passengers whose names we could learn we have before given, these are Captain Whitney and Mr. Holladay, said, Mr. Flint, lost; and Mr. Bell, whose fate is yet unknown. The telegraph will soon disclose the rest.

IMPORTANT FROM M'CLELLAN'S ARMY.

Our Army Advancing on Richmond.

SUCCESSFUL RECONNOISSANCE IN FORCE.

Occupancy of Malvern Hill by Gen. Hooker's Division.

SPIRITED BRUSH WITH THE REBELS.

Two Hundred Rebel Soldiers Captured.

INTERESTING PARTICULARS.

&c., &c., &c.

Our Special Army Correspondence.

IN CAMP AT MALVERN HILL, August 5, 1862.

General Hooker has been impatient for a fight with the enemy for some days past. He felt that something should be done to show the world that we have got a live army on the peninsula. Believing that Malvern Hill, about which point so much has been said, could be taken, notwithstanding the natural strength of the position, he formed a plan to accomplish this object, and submitted it to his headquarters. General McClellan entered heartily into the plan, and gave General Hooker the entire command of an expedition for its accomplishment. A reconnoissance in force was made last Saturday evening; but, the guides leading the column wrong direction, the party returned to camp and rested until yesterday afternoon, when they were ordered to prepare for the march.

THE MARCH.

The column was not all upon the road until after the moon had risen, and threw a flood of light into every opening in the forests through which the little army passed. The roads were smooth and the position, the movement of the artillery train made but very little noise. Proclamations were taken against alarming the enemy's pickets, one of whom—the only one on the road on which the column moved—was captured. Guards were placed around the houses on the way to prevent the inmates from conveying information of the approach of our troops. When the resting place for the night was reached, officers gave their orders in a whisper, as it was known that a camp of the enemy was near. The silence with which the affair was conducted would have been complete had it not been for

A BRAWL BETWEEN BRIGADIERS.

who gave orders to make movements in a voice that could be heard a great distance in the stillness of the night. The result of this little infusion of military pride shows how inexperienced and lack of judgment in one officer in a long line may sometimes defeat or damage the success of an important movement. The result in this case was that

THE ENEMY WERE APPREHENDED

of our approach at twelve o'clock, and reinforcements sent for. General Hooker and his command would have been glad to have the enemy reinforced, in order that he might accept the game of battle upon his chosen field; but the warning that had been given caused the enemy upon

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and, the smoke having become so dense that it was impossible to see the enemy, General Hooker ordered the fire of the artillery to be slackened.

It was soon discovered, however, that

THE ENEMY WERE "SHOWN UP"

towards the road on their left, which leads to Richmond along the bank of the James. General Pleasanton, with his cavalry and a battery of flying artillery, charged upon them. Thinking he had nothing but cavalry, they formed a line of battle; but a couple of rounds from the battery undeceived them, and they lost a rapid retreat.

The cavalry and artillery pursued them two and a half miles upon the road, cutting them up badly and taking about fifty prisoners.

When the movement toward our right was first discovered it was thought that an attempt might be made to turn our flank, and a battery was posted on our right and rear, which threw a few rounds of shell in that direction. And thus ended the second battle of Malvern Hill.

The enemy expected reinforcements from General Robert Toombs, who commands a brigade in Longstreet's division, and who is stationed at Newmarket. Word had been conveyed to him at midnight of our approach, and the prisoners said that he promised to bring his brigade down early in the morning. Our column cut him off, however, and as soon as the force at the hill found he could not reach them they retreated.

If the enemy had not been apprised of our approach, if we should have bagged the regiment upon the hill, or if the smoke had not concealed them so completely, until it was too late to cut them off there would have been a similar result. It would have been rashness to attempt to cut off their retreat towards the river road until their force was known. We were now in quiet possession of Malvern Hill, where General Hooker will give the enemy a battle as soon as they choose to come on.

Four men were killed on our side, and four dead rebels were found and buried by our men. A number of amputated limbs were found at the brick house; but the whole extent of their loss was not ascertained. About one hundred and twenty were taken.

While the enemy were retreating Lieutenant Joseph Hubbard, of General Grover's staff, rode up to a squad of ten rebels and took them prisoners, telling them it was no use for them to fight, as they were surrounded. He captured with them two horses marked G. S.

THE CASUALTIES.

were slight. I have ascertained the following:—In Company G, Eleventh Massachusetts, Lieutenant Colonel Tilden, commanding, John Dolan and E. F. Jones, killed; Sergeant Price, lost arm shattered; Marcus Holmes and Marcus Towle, wounded in leg; W. E. Jefferys, in groin—all in Company G.

In the Twenty-sixth Pennsylvania regiment, Major Trippe, of the Massachusetts Eleventh, commanding, the following were wounded:—Company A, Henry Hagan, left thigh; Corporal Chas. A. Morris, leg. Company D, John D. Lafferty, shoulder; Robert White, arm; James Harris, jaw. Company F, Benj. Thomas, thigh.

Lieutenant Colonel Gamble, of the Eighth Illinois, was shot through the lungs. It is feared fatally.

Captain Benson, of the artillery, lost a leg by an accident while passing a section of his battery in advance of his other pieces. A shell exploded near the muzzle of the guns that were firing, and one of the fragments shattered his leg.

GENERAL M'CLELLAN

and his staff arrived at Malvern Hill at twelve o'clock and remained over night. He rode with General Hooker upon a reconnoissance this afternoon. He is much pleased with the management and success of the expedition. It is probable that our forces will occupy this point permanently, thus extending our base and relieving the army from a somewhat cramped position.

EXTENT OF THE STRAIGHTENING.

Some of the struggles which fell out of our ranks captured six cavalry prisoners.

OUR FORTRESS MONROE CORRESPONDENCE.

THE EXCHANGE OF PRISONERS OF WAR—THIS AFFAIR AT MALVERN HILL, ETC.

PORTSMOUTH, MONROE, August 6, 1862.

The three thousand rebel prisoners from Fort Warren and Fort Delaware were sent up the river from Harrison's Landing night before last. A flag of truce bore notification that the rebels had returned last evening, and reports that the change is being made satisfactorily, and that the same number of Union prisoners from Richmond may be expected down the river to-day or to-morrow, and that the requirements of the federal government in regard to the exchange has been strictly complied with, which is understood to mean the release of Col. Corcoran and other Union officers.

The reconnoissance of Monday night has resulted very favorably. Our troops drove into the rebel plant early yesterday morning, and the fight immediately commenced, which lasted between two and three hours, and resulted in the capture of the rebels from Malvern Hill, which they had been occupying for several days, and which they had been using as a base of operations.

The rebels were taken by surprise, and were completely routed, and were driven from the hill, and were captured by our troops. The rebels were taken by surprise, and were completely routed, and were driven from the hill, and were captured by our troops.

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